Amendments to the Specification:

Please replace the paragraph beginning at page 7, line 1 with the following amended paragraph:

Construction[s] of an electric power steering apparatus and a control device will be described with reference to FIGS. 4 and 5. As seen in the whole arrangement of the electric power steering apparatus shown in FIG. 4, a manual steering force generating section 6 is constructed such that a steering shaft 2 integral with a handle (steering wheel) 1 is connected via a connecting shaft 3 to a pinion 5a of a rack and pinion mechanism 5 positioned in a steering gear box. The connecting shaft 3 is provided with universal joints 3a, 3b at both ends thereof. The rack and pinion mechanism 5 includes a pinion 5a that meshes with rack teeth 7b formed on a rack shaft 7 so that a rotational movement of the pinion 5a is converted into an axial reciprocating movement of the rack shaft 7. Further, right and left front wheels 9 as steerable wheels are connected at both ends of the rack shaft 7 respectively via a tie rod 8. When the driver operates the handle 1, the vehicle changes the direction with the front wheels 9 turned through the steering shaft 2.

Please replace the paragraph beginning at page 10, line 24 with the following amended paragraph:

When the control device 14 is applied to a vehicle, ~~whose~~ which specification is different according to type of the vehicle or its steering gear box (including the rack and pinion mechanism 5, etc. shown in FIG. 4), various kinds of map data and their label

information are previously stored in the ROM 22 so that the map corresponding to the applied type of vehicle can be selected from the ROM 22 ~~with~~ by referring to the corresponding label information of the data stored in the EEPROM 24. Accordingly, if only one kind of control device is manufactured, the same control device can be applied to vehicles with different vehicle kinds or different steering gear box specifications. Because the number of vehicles to which the same control device can be applied increases, the manufacturing cost can be decreased when compared with the case where dedicated control devices are manufactured for individual vehicles.

Please replace the paragraph beginning at page 11, line 13 with the following amended paragraph:

With reference to FIG. 2, operation of the processing program during the control of the assist steering force will be described by means of focusing a flow of the data after the ~~star-up~~ start-up of the control device 14. In this instance, the control device 14 has risen to the steady state after turning on the switch, and a map data, an NE constant, a vehicle speed constant, and a torque constant have been copied from the EEPROM 24 and stored in the RAM 23. Firstly, the current NE signal 28 is inputted into the control device 14 through the interface controller 26, and the NE constant is read out from the RAM 23. Based on these two input values, the NE calculating section 41 obtains a converted numerical value to determine whether the control is initiated. (Because such a process corresponds to step S110 of FIG. 3, details thereof will be described with reference to explanations regarding FIG. 3.)

Please replace the paragraph beginning at page 12, line 19 with the following amended paragraph:

FIG. 3 is a flow chart showing the processing program of the control device. Operation of the processing program will be described below along the flow of FIG. 3 and with reference to FIGS. 1 and 2. When the driver turns on the ignition switch (step S101), the control device 14 is powered on (step S102), and then the control device 14 starts up. At first, a self-diagnosis check is carried out for each constituent element within the control device 14 (step S103). Thereafter, an initializing process is carried out for the data on the RAM 23. As a part of the initializing process, the map data is set from step S104 to step S106. To be more specific, label information for the map data that is stored in a specific address of the EEPROM 24 is read out, and is written on a specific address of the RAM 23 (step S104), followed by selection of the address where the map data on the ROM 22 is stored (step S105). Specifically, the label information per se may be utilized as a storage address of the map data. Alternatively, the label information may be utilized as a key data for collating with and retrieving the key data stored on top of the map data. In any case[s], it is possible to specify the address of one map data from a plurality of map data on the ROM 22 with the use of the label information. Based on the specified address, the corresponding map data is read out and is stored in the RAM 23 (step S106). As another initializing process, the NE constant, the vehicle speed constant, and the torque constant are read out from the EEPROM 24, and thereafter they are copied to the RAM 23 (step S107). By the foregoing steps, the start-up process of the control device 14 is completed and operation goes on the processing loop in the steady state (step S108 to step S112).

Please replace the paragraph beginning at page 13, line 21 with the following amended paragraph:

In the processing loop of the steady state, a check is carried out whether an external device signal 30 is detected (step S108). This is to confirm whether a data update demand for the EEPROM 24 is received through the interface controller 26 from the external of the vehicle. Herein, the data indicates the label information for the map data, the NE constant, the vehicle speed constant, and the torque constant, described in the initializing process. If the external device signal is detected, i.e. when the data update for the EEPROM 24 is demanded ("Y" in step S108), the contents of the EEPROM 24 ~~is~~ are rewritten according to the demand (step S109). As the data update demand, ~~kind~~ the of the data to be updated and its update contents are designated. In the case of updating the data on the EEPROM 24 of the control device 14 mounted on a vehicle, the operator connects electric equipment such as a personal computer and an off-board diagnosis device to the control device 14 from the external of the vehicle, and transmits the data update demand for the EEPROM 24. Electric equipment and the control device may be connected directly by means of a specific interface cable. Alternatively, they may be connected through a network such as CAN communication.